AMENDMENTS TO THE SPECIFICATION

On page 6, replace paragraph **[0008]** with the following amended paragraph:

[0008] Fig. 1 is a fragmentary side view of a jaw ~~hitch~~ clutch according to the present invention, shown mounted on a rotatable shaft and including a sprocket for rotatable engagement with a chain, a representative link of which is illustrated;

On page 6, please add the following new paragraph after paragraph **[0008]**:

[0008.1] Fig. 1a is another side view of the jaw clutch, in partial cross-section;

On page 7, replace paragraph **[0018]** with the following amended paragraph:

[0018] Referring now to the drawings, wherein like numbers refer to like parts, ~~Fig.~~ Figs. 1 and 1a ~~shows~~ show a jaw clutch 10 including a shock damper 12 constructed and operable according to the present invention in a system in cooperation with the other components of the clutch for damping and dissipating axial force loads resulting from rapid engagement of clutch 10 and ratcheting action thereof under overrunning conditions. Jaw clutch 10 is of a common commercially available type for transmitting power between two rotatable members, here including an elongate rotatable shaft 14 and a rotatable sprocket 16, although it should be understood that it is contemplated that the present invention has utility for use with a wide variety of other rotatable members, including, but not limited to, pulleys or sheaves, other shafts, rollers, and the like. Here, sprocket 16 is partially encircled and rotated by a roller drive chain, represented by a conventional chain link 18, rotated by a motor, engine, or other drive means (not shown), in the conventional well known manner. Jaw clutch 10 is mounted on shaft 14 and is automatically operable under normal conditions for connecting shaft 14 in rotatably driven relation to sprocket 16. Shaft 14 can be rotated for performing any useful function, such as, but not limited to, rotating components within a feeder house 20 of an agricultural combine, such as drive sprockets (not shown) of a feeder

chain arrangement (also not shown). In this regard, shaft 14 is supported in a well known manner on feeder house 20 by a plurality of bearings, represented by bearing 22 seated in a bearing housing 24 bolted or otherwise suitably mounted on a side of feeder house 20 as shown. Feeder house 20 is representative of feeder houses used for conveying harvested crop from a header of an agricultural combine to threshing apparatus thereof, and typically includes several endless parallel chains spanned by slats which push or convey the crop material upwardly along a bottom surface of the feeder house into an inlet region of the threshing apparatus. From time to time, wads of crop material, brush, weeds, and other items, may be conveyed through the feeder house so as to slow or stall rotation of shaft 14. To avoid slowing or stalling rotation of the drive chain or other components, as a result, and to avoid possible damaging torsional stress on shaft 14 and other components, clutch 12 is automatically disengageable to allow rotation of sprocket 16 relative to shaft 14 until the slowdown or stall condition is remedied or alleviated.

On pages 14 and 15, replace paragraph [0027] with the following amended paragraph:

[0027] As a preferred combination adapted for the present application, the spring rate of the disk spring should be at least ten times greater than the spring rate of the clutch spring. More preferably, the spring rate of the disk spring is at least fifteen times greater than the spring rate of the clutch spring. A range of suitable values for the spring rate of the disk spring can be between about 30,000 and about 40,000 pounds per inch and the spring rate of the clutch spring between about 2,000 and about 3,000 pounds per inch. <u>More preferably, the spring rate of the disk spring is between about 35,000 and 38,000 pounds per square inch and the spring rate of the clutch spring is between about 2,100 and 2,400 pounds per square inch.</u> More specifically, a satisfactory spring rate of the disk spring is about 36,800 pounds per inch and the spring rate for the clutch spring about 2,235 pounds per inch. However, it should be recognized that other spring rates may be more suitable for other applications, it being most important to recognize that the spring rate for the shock damper should be sufficiently greater than that of the clutch spring such that resultant shock forces exerted on the rotatable members will be damped but significant movement of the second clutch plate will not be permitted.